
**UNITED STATES
SECURITIES AND EXCHANGE COMMISSION**
Washington, D.C. 20549

FORM 8-K

**CURRENT REPORT
Pursuant to Section 13 or 15(d) of
the Securities Exchange Act of 1934**

Date of Report (Date of earliest event reported): August 11, 2014

GOGO INC.

(Exact name of registrant as specified in its charter)

Delaware
(State or other jurisdiction
of incorporation)

001-35975
(Commission
File Number)

27-1650905
(IRS Employer
Identification No.)

1250 North Arlington Heights Rd.
Itasca, IL
(Address of principal executive offices)

60143
(Zip Code)

Registrant's telephone number, including area code: 630-647-1400

Not Applicable
(Former name or former address, if changed since last report)

Check the appropriate box below if the Form 8-K filing is intended to simultaneously satisfy the filing obligation of the registrant under any of the following provisions:

- Written communications pursuant to Rule 425 under the Securities Act (17 CFR 230.425)
 - Soliciting material pursuant to Rule 14a-12 under the Exchange Act (17 CFR 240.14a-12)
 - Pre-commencement communications pursuant to Rule 14d-2(b) under the Exchange Act (17 CFR 240.14d-2(b))
 - Pre-commencement communications pursuant to Rule 13e-4(c) under the Exchange Act (17 CFR 240.13e-4(c))
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Item 7.01 REGULATION FD DISCLOSURE.

Representatives of Gogo Inc. (the "Company") will use the attached presentation in various meetings with investors from time to time. A copy of the investor presentation is attached hereto as Exhibit 99.1.

Item 9.01 FINANCIAL STATEMENTS AND EXHIBITS.

(d) Exhibits

<u>Exhibit No.</u>	<u>Description</u>
99.1	Investor Presentation

SIGNATURES

Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned hereunto duly authorized.

GOGO INC.

By: /s/ Norman Smagley
Norman Smagley
Executive Vice President and
Chief Financial Officer

Date: August 11, 2014

99.1 Investor Slides



Roadshow Presentation
August 2014

DISCLAIMER

Safe Harbor Statement

This presentation contains forward-looking statements that are based on management's beliefs and assumptions and on information currently available to management. Most forward-looking statements contain words that identify them as forward-looking, such as "anticipates," "believes," "continues," "could," "seeks," "estimates," "expects," "intends," "may," "plans," "potential," "predicts," "projects," "should," "will," "would" or similar expressions and the negatives of those terms that relate to future events. Forward-looking statements involve known and unknown risks, uncertainties and other factors that may cause Gogo's actual results, performance or achievements to be materially different from any projected results, performance or achievements expressed or implied by the forward-looking statements. Forward-looking statements represent the beliefs and assumptions of Gogo only as of the date of this presentation and Gogo undertakes no obligation to update or revise publicly any such forward-looking statements, whether as a result of new information, future events or otherwise. As such, Gogo's future results may vary from any expectations or goals expressed in, or implied by, the forward-looking statements included in this presentation, possibly to a material degree.

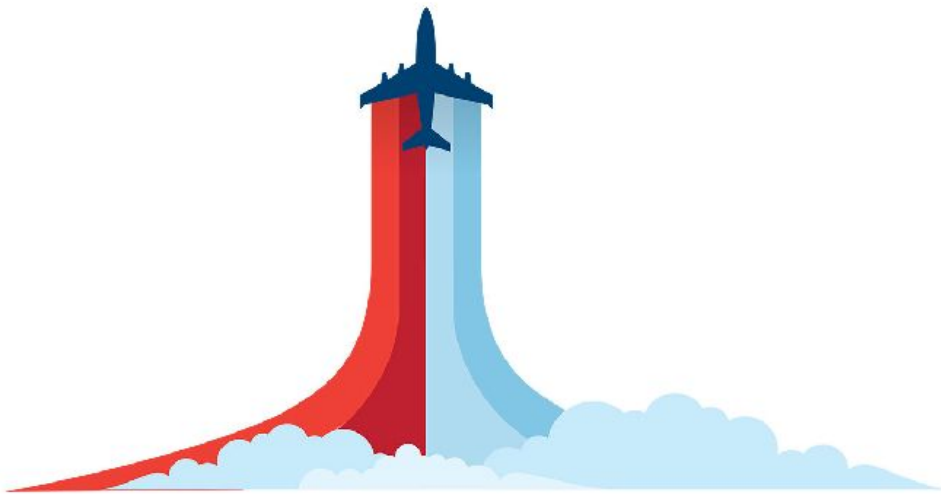
Gogo cannot assure you that the assumptions made in preparing any of the forward-looking statements will prove accurate or that any long-term financial or operational goals and targets will be realized. In particular, the availability and performance of certain technology solutions yet to be implemented by the Company set forth in this presentation represent aspirational long-term goals based on current expectations. For a discussion of some of the important factors that could cause Gogo's results to differ materially from those expressed in, or implied by, the forward-looking statements included in this presentation, investors should refer to the disclosure contained under the heading "Risk Factors" in the Company's Annual Report on Form 10-K filed with the SEC on March 14, 2014 and "Special Note Regarding Forward-Looking Statements" in the Company's Quarterly Report on Form 10-Q filed with the SEC on August 11, 2014.

Note to Certain Operating and Financial Data

In addition to disclosing financial results that are determined in accordance with U.S. generally accepted accounting principles ("GAAP"), Gogo also discloses in this presentation certain non-GAAP financial information, including Adjusted EBITDA and Cash CapEx. These financial measures are not recognized measures under GAAP and are not intended to be, and should not be, considered in isolation or as a substitute for, or superior to, the financial information prepared and presented in accordance with GAAP. In addition, this presentation contains various customer metrics and operating data, including numbers of aircraft or units online, that are based on internal company data, as well as information relating to the commercial and business aviation market, and our position within those markets. While management believes such information and data are reliable, they have not been verified by an independent source and there are inherent challenges and limitations involved in compiling data across various geographies and from various sources.



Advance aviation by connecting every aircraft
with the most trusted communications services on
and above our planet



WHY INVEST IN GOGO

Gogo is a leading *aero communications service* for the *global aviation* industry.

- Our *scale* position supports superior *unit economics*, *operational excellence*, and industry-leading R&D investments.
- Gogo is a *pure play*. We are the only telecom company that focuses solely on the unique requirements of connecting aircraft.
- Our *growth* opportunity is large, well-defined and in an early stage.



INDUSTRY LEADING SCALE

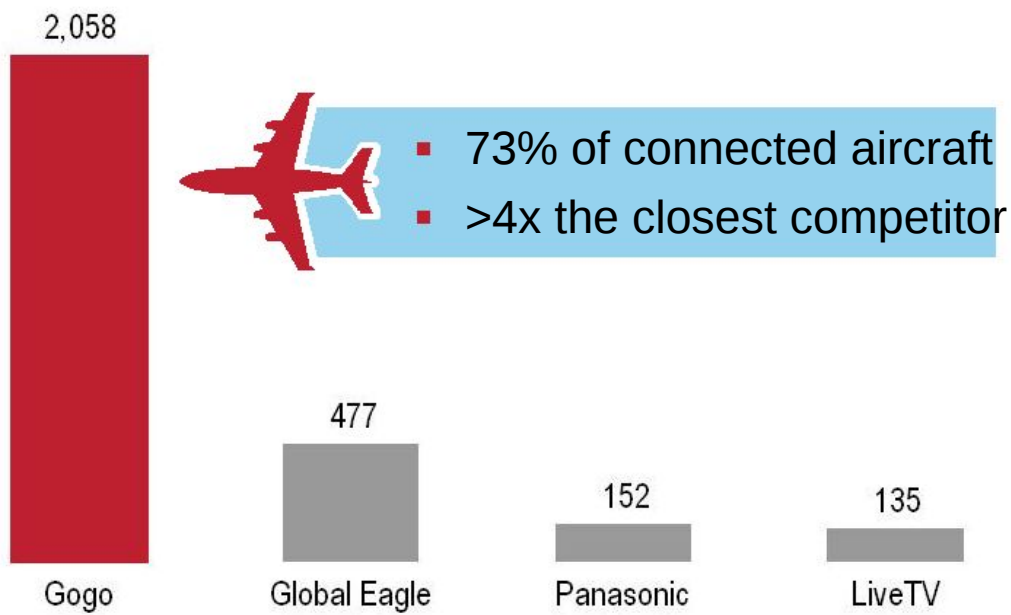
	Market Position	Market Share	Gogo Installed Aircraft	Total Awarded Aircraft
CA-NA	#1	73%	2,058	2,300+
CA-ROW	#2	3%	19	332
BA ATG	#1	95%	2,415	2,415
BA Satellite	#1	63%	5,224	5,224



(1) Market position is as of 6/30/2014 and based on following:
 CA-NA based on publicly available information as of 6/30/14 for Panasonic, Thales / LiveTV, Global Eagle Entertainment, and ViaSat;
 CA-ROW based on backlog of awarded aircraft that may include aircraft that fly both North American and international routes and management estimates of Panasonic, Global Eagle, LiveTV and ViaSat backlog;
 BA ATG based on aircraft online and ViaSat Yonder aircraft online in North America;
 BA Satellite based on aircraft online with Iridium telecommunication, Telesat and ICG estimated aircraft online

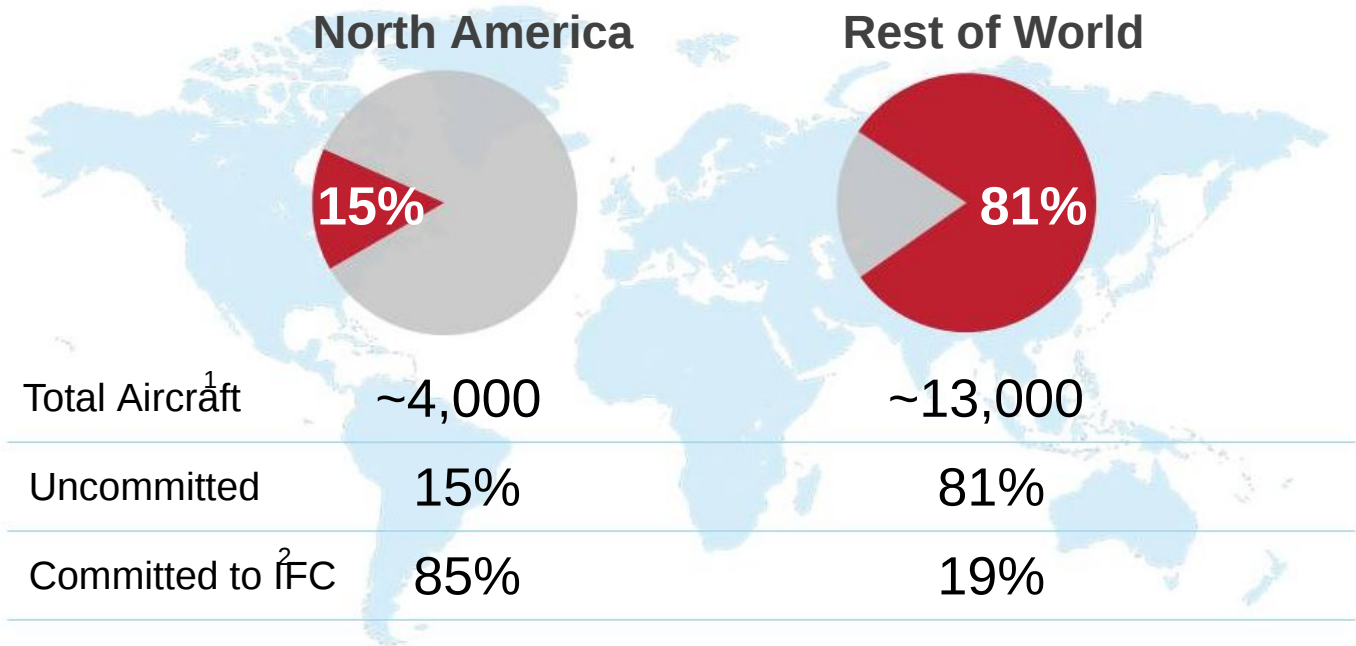
LARGEST MARKET SHARE IN CA NORTH AMERICA

Aircraft Online as of June 30, 2014¹⁾



1) Based on management estimates, trade publications and other public sources as of 6/30/2014.

THE INTERNATIONAL MARKET IS LARGE & UNTAPPED ...AND GROWING AT 2X THE RATE OF THE NORTH AMERICAN MARKET



1. Based on Boeing Current Market Outlook 2013
2. Based on management estimates as of 6/30/2014

VALUABLE LONG-TERM PARTNERSHIPS

COMMERCIAL AVIATION

North America



International



BUSINESS AVIATION

Original Equipment Manufacturers



Fractional Jet Operators



(1) Letter of Intent



OUR VERSATILE, PROPRIETARY PLATFORM ENGAGES EVERY PASSENGER, AIRCRAFT OWNER & OPERATOR

PASSENGERS

PASSENGERS, AIRLINES & MEDIA PARTNERS

AIRCRAFT OWNERS & OPERATORS



Gogo Connectivity
& Gogo Biz

Gogo
Vision

Gogo
Text & Talk

Gogo
Signature
Services

Operations-Oriented
Communication
Services



LARGE MARKET OF GLOBAL AIRCRAFT TO CONNECT

Today



+



=



Future

~73,000



1) Includes 36,000 aircraft for CA in 2033 and 37,000 aircraft for BA in 2033.

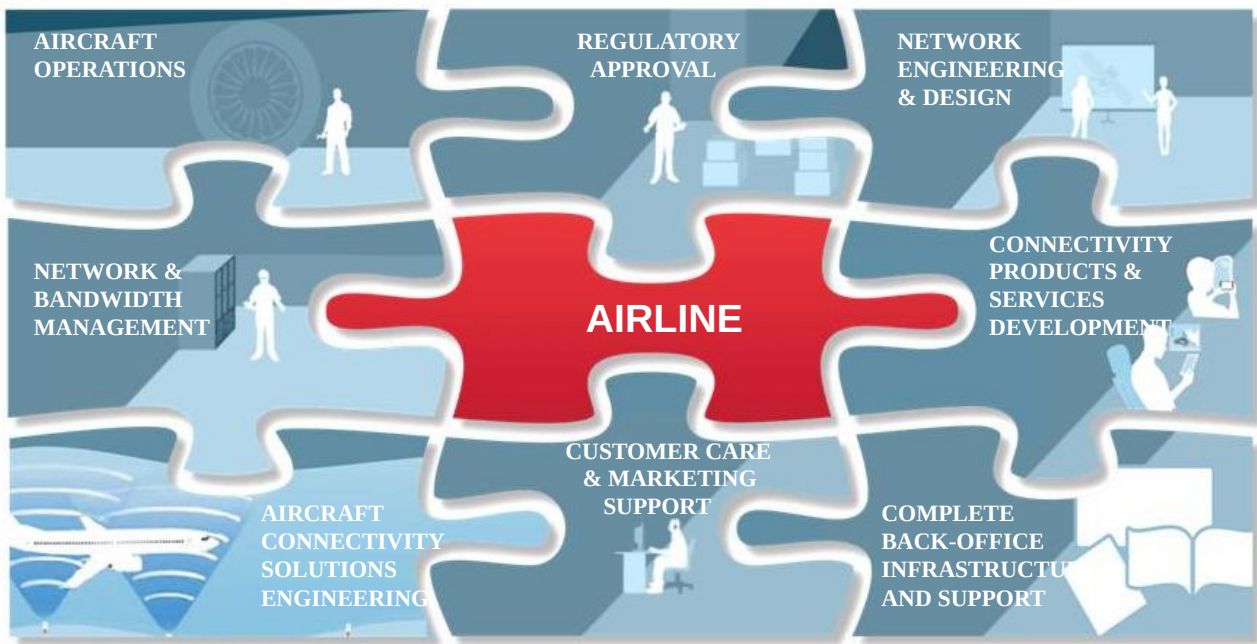
Sources: Boeing Current Market Outlook 2013; excludes: cargo aircraft JetNet IQ Report Q1 2014; General Aviation Manufacturers Association 2012 Statistical Databook; excludes rest of world turbo props.

WHY WE WIN




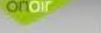


- 1 Specialize in aviation
- 2 End-to-end service provider
- 3 Superior technology and roadmap
- 4 Deliver excellent reliability
- 5 Flexible business model



SPECIALIZED END-TO-END SERVICE PROVIDER



SUPERIOR TECHNOLOGY AND ROADMAP

Technology	Region	Peak Speed	Key Attributes						
Iridium	Global	2.4 Kbps	- Primarily telecom service - Low data speeds - Satellite	✓					
SwiftBroadband	Global	432 Kbps	- Low data speeds - Satellite	✓	✓		✓		
Air-to-Ground (EvDo Rev A)	Regional	3.1 Mbps	- Overnight install - Suits all aircraft types	✓					
Air-to-Ground 4 (EvDo Rev B)	Regional	9.8 Mbps	- Triples the peak speed - More reliable than ATG - Overnight install	✓					
Ku Band	Global	50 Mbps	- Global coverage - Multiple suppliers - Available today	✓	✓	✓			
Ka Band	Global	50 Mbps	- High data speeds - Spot beam - Next Generation	Expected 2015 Launch			Expected 2015 Launch	✓ (Regional)	✓ (Regional)
Ground-to-Orbit (Hybrid)	Regional	70 Mbps+	- More spectrally efficient - Lower profile - More robust & reliable	Expected 2015 Launch					
2Ku	Global	70 Mbps+	- More spectrally efficient - Lower profile - More robust & reliable	Expected 2015 Launch					



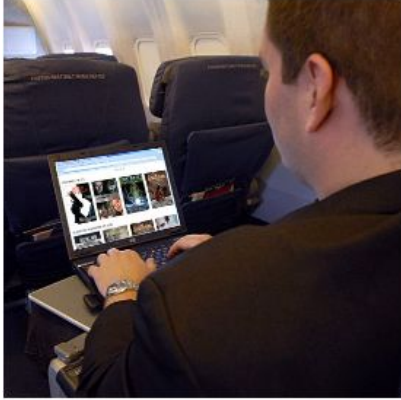
RECENT DEVELOPMENTS – EXTENDING OUR TECHNOLOGY LEAD

- ✓ Revolutionary 2Ku and GTO connectivity systems announced
- ✓ Strong results from ATG-4 upgrade program
- ✓ Global Ku satellite network established, Ku aircraft flying
- ✓ 7 Ku STC's obtained, more underway
- ✓ Boeing line-fit program underway
- ✓ Launched Delta Studio with Delta Air Lines
- ✓ Certified Gogo Vision standalone system
- ✓ Developed ACPUs, next generation airborne server
- ✓ Launched next generation Iridium satellite communication solution by BA
- ✓ Announced Future Air Navigation System (FANS) over Iridium solutions and SwiftBroadband airtime service plans



DELIVER EXCELLENT RELIABILITY

**60+ million
sessions**



**8,000+ flights
per day**



**98% +
ATG End-to-End
System Availability**



FLEXIBLE BUSINESS MODEL

	TURNKEY MODEL	AIRLINE DIRECTED MODEL
Passenger Interaction	Gogo	Airline
Pricing	Per session to the passenger	Per megabyte to the airline
Revenue Share	% of revenue, paid by Gogo to airline	No revenue share between parties
Back-end Services	Included	Charged per service to airline



FORMULA FOR REVENUE GROWTH: REVENUE = AIRCRAFT X ARPA



INCREASE AIRCRAFT

TODAY	TOMORROW
<ul style="list-style-type: none"> North America 	<ul style="list-style-type: none"> Global



INCREASE ARPA

<ul style="list-style-type: none"> In-Flight Connectivity 	<ul style="list-style-type: none"> In-Flight Connectivity Gogo Vision Gogo Text Messaging Gogo Operations-Oriented Communications Services
<ul style="list-style-type: none"> Business Passengers 	<ul style="list-style-type: none"> All Passengers Advertising, eCommerce partners Aircraft Operators

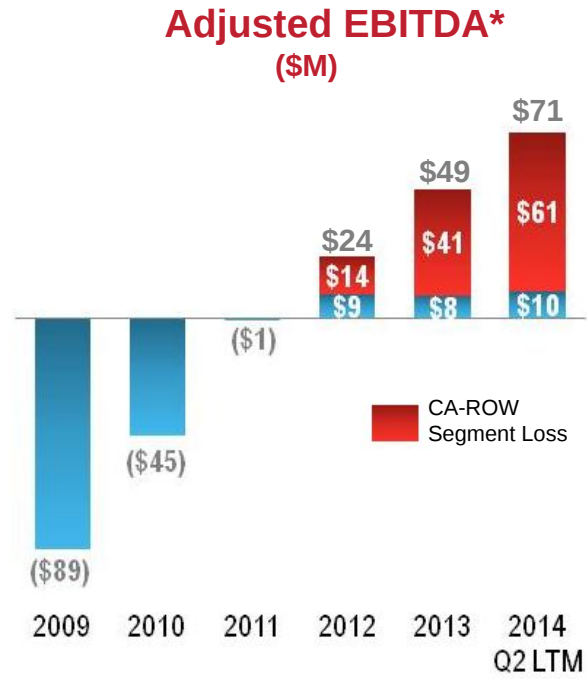
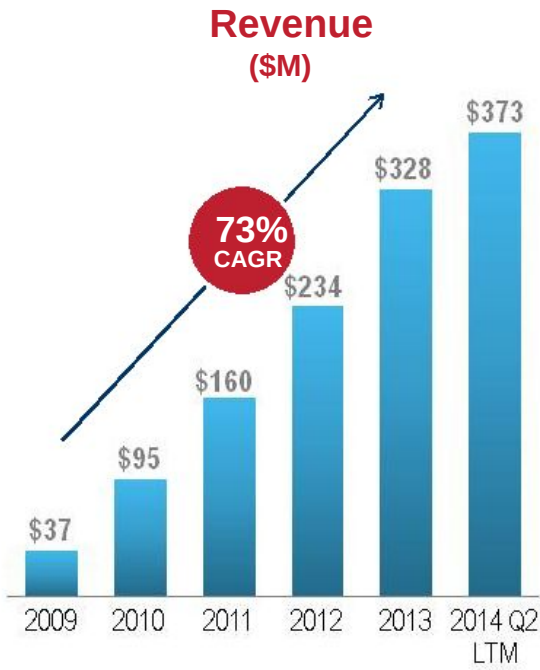




FINANCIALS



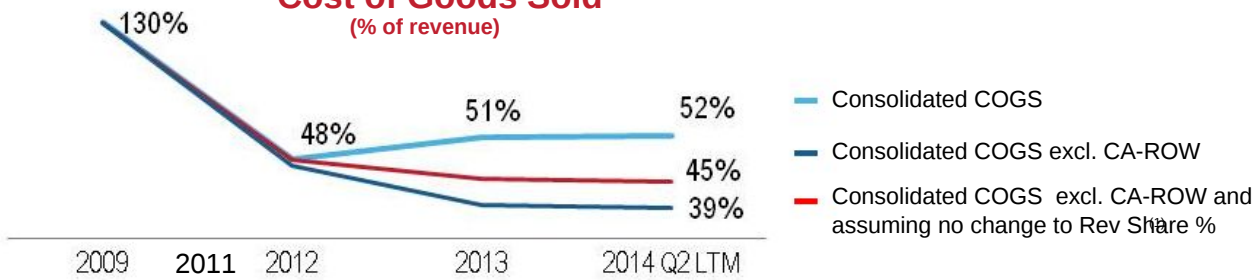
GROWING REVENUE DRIVES PROFITABILITY



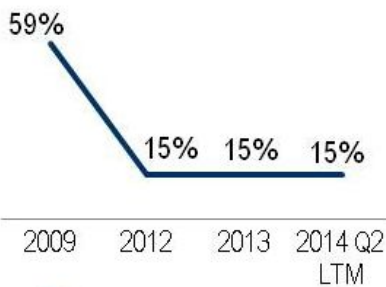
* Please see reconciliation of Adjusted EBITDA in appendix.
Note: Minor differences exist due to rounding.

PROVEN OPERATING LEVERAGE

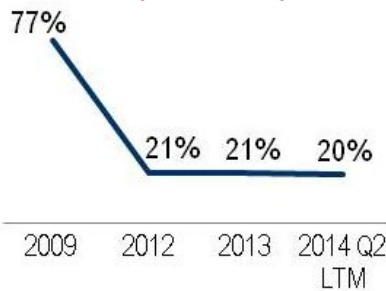
Cost of Goods Sold (% of revenue)



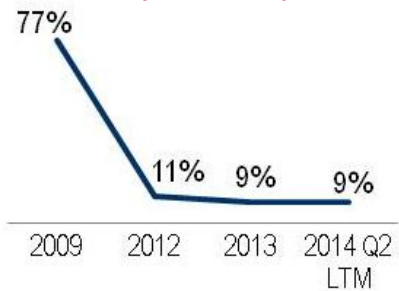
Engineering, Design & Development (% of revenue)



General & Administrative (% of revenue)



Sales & Marketing (% of revenue)



(1) Revenue share percentage earned by our airline partners was 11.6% or \$9.7 million for the year ended December 31, 2011, 10.5% or \$24.5 million for the year ended December 31, 2012, 20.9% or \$41.1 million for the year ended December 31, 2013, and 20.9% or \$46.5 million for the twelve months ended June 30, 2014. The line footnoted above represents Cost of Goods Sold as Percentage of Revenue using the average revenue share percentage earned by our airline partners during the year ended December 31, 2011, 2012, 2013, and 2014. We expect the revenue share percentages under certain of our connectivity agreements to increase in future periods due to the occurrence of contractually stipulated triggering events that have yet to occur. We currently estimate that such increases will amount to approximately 2% of the CA-NA segment's service revenue.

Q2 FINANCIAL RESULTS DEMONSTRATE SCALEABILITY

Revenue (\$M)



Segment Profit (\$M)



Note: Minor differences exist due to rounding.

OUR SEGMENTS ARE IN DIFFERENT PHASES

BA:

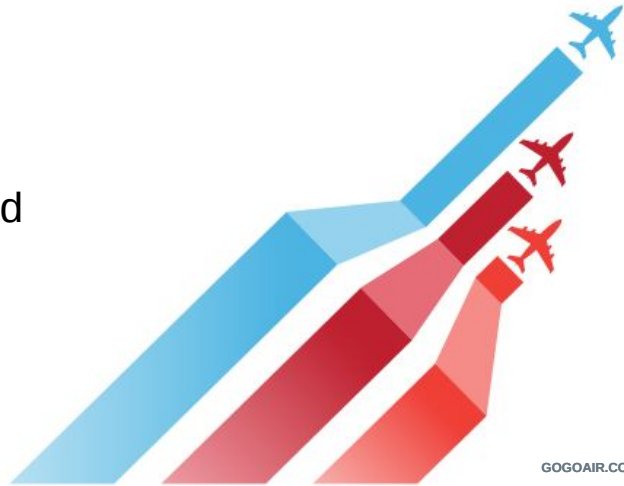
- Strong revenue growth
- Strong segment profitability and FCF

CA-NA:

- Strong revenue growth
- Segment profitability

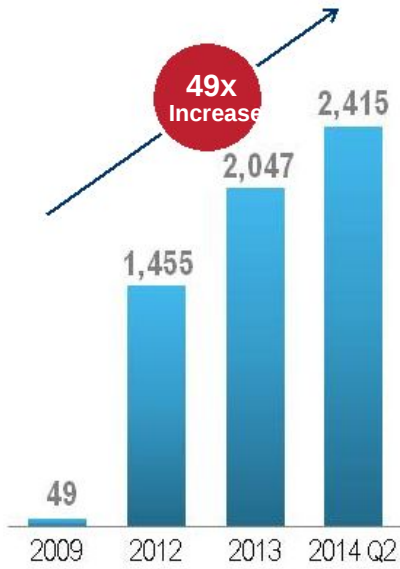
CA-ROW:

- Start-up phase
- Focusing on signing airlines and investing for growth

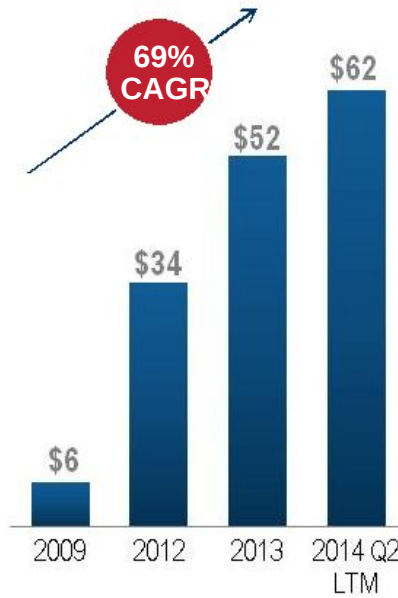


BA HIGH-MARGIN SERVICE REVENUE DRIVES SEGMENT PROFITABILITY AND CASH FLOW

ATG Aircraft Onfile



Service Revenue (\$M)



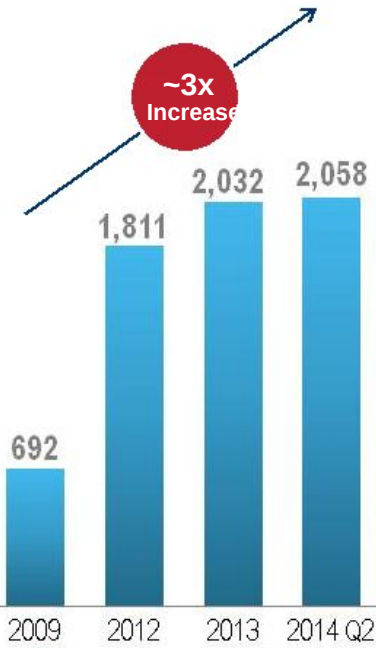
Segment Profit (\$M)



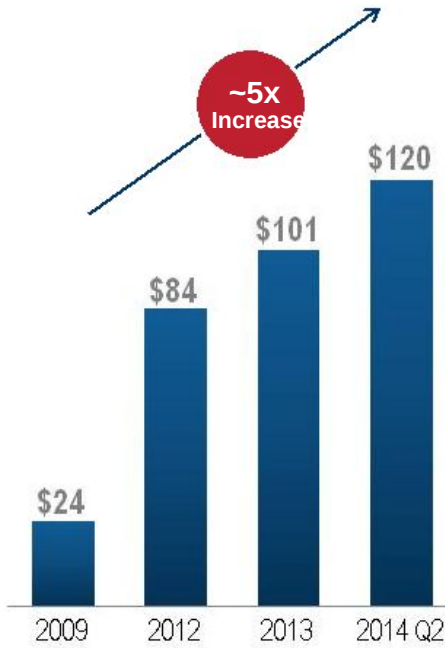
End of period.
Note: Minor differences exist due to rounding.

CA NORTH AMERICA INCREASE IN AIRCRAFT ONLINE AND REVENUE PER AIRCRAFT DRIVE REVENUE GROWTH

Aircraft Online⁽¹⁾



**Annualized ARPA
(\$ '000s)**



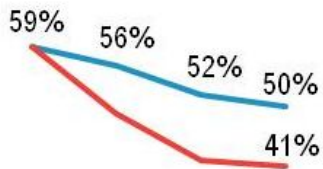
**Revenue
(\$M)**



⁽¹⁾ End of period.
Note: Minor differences exist due to rounding.

CA NORTH AMERICA SEGMENT DEMONSTRATES SIGNIFICANT OPERATING LEVERAGE

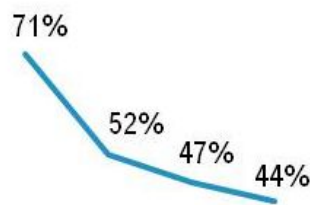
Cost of Goods Sold
(% of Revenue)



— Assuming constant revenue share⁽¹⁾

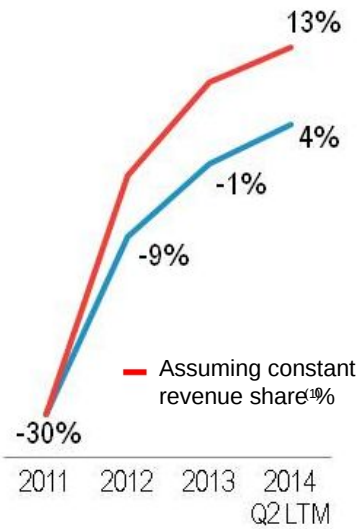
2011 2012 2013 2014
Q2 LTM

Other Operating Expenses Excluding D&A
(% of Revenue)



2011 2012 2013 2014
Q2 LTM

Segment Profit
(% of Revenue)



— Assuming constant revenue share⁽¹⁾

2011 2012 2013 2014
Q2 LTM



(1) Revenue share percentage earned by our airline partners was 11.6% or \$9.7 million for the year ended December 31, 2011, 10.5% or \$24.5 million for the year ended December 31, 2012, 20.9% or \$41.1 million for the year ended December 31, 2013, and 20.9% or \$46.5 million for the twelve months ended June 30, 2014. The line footnoted above represents Cost of Goods Sold as Percentage of Revenue using the average revenue share percentage earned by our airline partners during the year ended December 31, 2011-2013, and the 2014 estimate. We expect the revenue share percentages under certain of our connectivity agreements to increase in future periods due to the occurrence of contractually stipulated triggering events that have yet to occur. We currently estimate that such increases will amount to approximately 2% of the CA-NA segment's service revenue.

CA REST OF WORLD INVESTMENT POSITIONS FOR FUTURE GROWTH

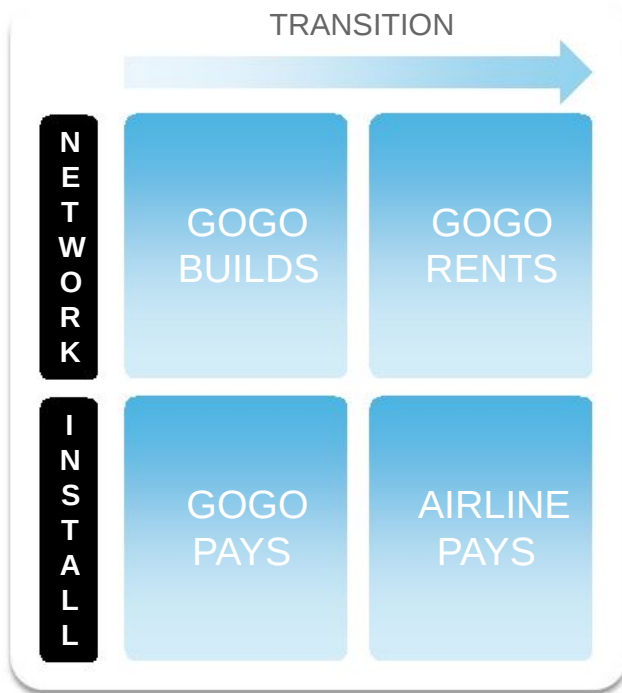
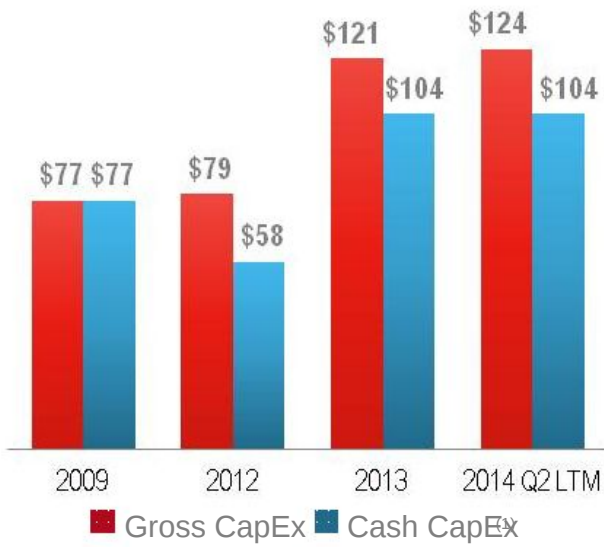


- 2012 -Announced international expansion
- 2013 -Established global Ku network, began development of industry leading technology solutions
- 2014 -announced industry leading 2Ku, first Ku equipped aircraft flying, multiple STCs received
 - In-flight connectivity service launched on Delta & Japan Airlines
 - 19 connected aircraft in service at end of Q2 '14



EVOLVING CAPEX MODEL

Capital Expenditures (\$M)

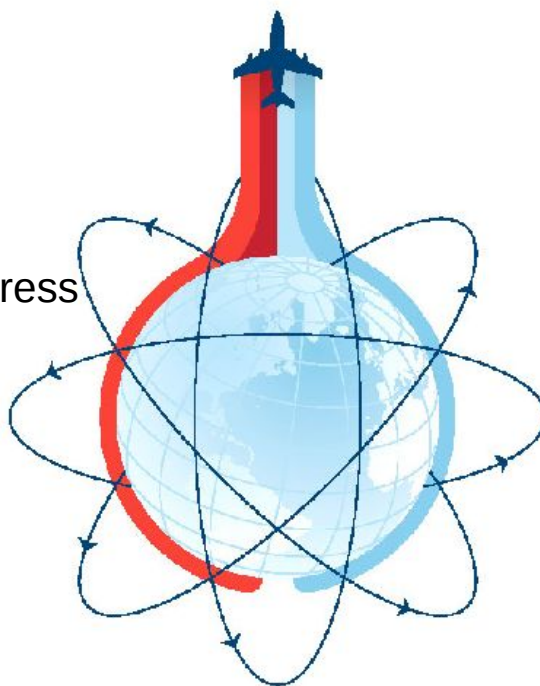


(1) Cash CAPEX represents capital expenditures net of airborne equipment proceeds received from the airlines.



GOGO FIVE POINT STRATEGY TO INCREASE SHAREHOLDER VALUE

- 1 Gain global share
- 2 Grow ARPA in CA-NA
- 3 Evolve technology roadmap to address market needs
- 4 Accelerate BA growth
- 5 Deliver consistent execution





APPENDIX



RECONCILIATION OF ADJUSTED EBITDA (\$MM)

	2009	2010	2011	2012	2013	2014 Q1	2014 Q2
Net Income	(142)	(140)	(18)	(96)	(146)	(17)	(19)
Interest Income	(0)	(0)	(0)	(0)	(0)	(0)	(0)
Interest Expense	30	–	1	9	29	7	7
Income Tax Provision	–	3	1	1	1	0	0
Depreciation & Amortization	22	31	33	37	56	16	15
EBITDA	(91)	(106)	16	(49)	(60)	6	4
Fair Value Derivative Adjustments	–	33	(59)	(10)	36	-	-
Class A and Class B Senior Convertible Preferred Stock Return	–	18	31	52	29	-	-
Accretion of Preferred Stock	–	9	10	10	5	-	-
Stock-based Compensation Expense 1	–	2	2	4	6	2	2
Loss on Extinguishment of Debt	2	–	–	–	–	-	-
Write Off of Deferred Equity Financing Costs	–	–	–	5	–	-	-
Amortization of Deferred Airborne Lease Incentives	–	(1)	(1)	(4)	(8)	(3)	(3)
Adjusted EBITDA	(89)	(45)	(1)	9	8	5	3



Note: Minor differences exist due to rounding

RECONCILIATION OF CASH CAPEX (\$MM)

	2009	2010	2011	2012	2013	2014 Q1	2014 Q2
Purchases of Property and Equipment	(69)	(33)	(33)	(67)	(105)	(32)	(28)
Acquisition of Intangible Assets (Capitalized Software)	(8)	(7)	(10)	(12)	(16)	(4)	(5)
Gross CapEx	(77)	(40)	(43)	(79)	(121)	(36)	(33)
Change in Deferred Airborne Lease Incentives	–	9	11	18	9	5	3
Amortization of Deferred Airborne Lease Incentives	–	1	1	4	8	3	3
Cash CapEx	(77)	(30)	(31)	(58)	(104)	(29)	(27)



Note: Minor differences exist due to rounding